



City of Seattle

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3013663
Applicant Name: John Kennedy
Address of Proposal: 10404 34TH Avenue Southwest

SUMMARY OF PROPOSED ACTION

Land Use Application to change the use of an existing religious institution to a private school (Westside). Project includes a 22,000 square foot addition for a total of 57,000 square feet. Surface parking to be reconfigured from 93 stalls to 64.

The following approval is required:

Administrative Conditional Use Permit - to change one institutional use to another in a Single Family 7200 zone (Section 23.44.022 Seattle Municipal Code (SMC)).

SEPA - Environmental Determination (SMC Chapter 25.05)

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

BACKGROUND DATA

Site Description

The site, located in southern most part of West Seattle, lies several blocks from Puget Sound to the west and one block to the city limits along 30th Ave SW to the east. The panhandle shaped site includes three parcels bordering 32nd Avenue SW, SW 104th Street, and 34th Avenue SW. While the site is zoned Single Family 7200 (SF7200), the zone classification changes to SF 5000 north of 104th St.

The existing church (institution) is a substantial building, with interesting roof forms for its sanctuary and gymnasium. Vehicle access to the parking lot which wraps around three sides of the site occurs on SW 104th St (two curb cuts) and 34th Ave SW (one curb cut). A steep embankment descends from the parking area on the east to 32nd Ave SW.

Area Development

The New Apolistic Church (1971) borders the site's playground to the south. The church structure sits to the south closest to SW 106th St. and its associated parking occupies the northern portion adjacent to the playfield. The rest of the block comprises four single family houses fronting onto 34th Ave SW. Single family uses surround the block with the exception of Arbor Heights Elementary School approximately three blocks to the west and Grace Church to the east.

Proposal Description

The applicant proposes to change use within the Institution category from church to private school. The proposal, moving Westside School into the Hillcrest Presbyterian Church campus, entails expanding the footprint of the structure to allow for 28 classrooms. Spaces within the building will be re-arranged and an extra floor inserted into the existing sanctuary space. Expansion will occur at the perimeter of the existing building in order to maintain the basic relationship of the building to the site. The new facility will have a total of 57,930 sq. ft. on three floors. Its proposed footprint is 24,347 sq. ft. on a 96,867 sq. ft. site, an increase of approximately 6,900 sq. ft. Parking for 64 vehicles will be provided on the existing asphalt parking lot.

School hours of operation are proposed to be staggered between 8:15 and 9:00 AM in the morning and between 2:45 and 3:30 in the afternoon. Student and staff count for building capacity totals 390 and 57 respectively. During the school year activities would occur after school hours and in the evening for sports and special programs or events.

Public Comment

The comment period for this proposal ended on May 29, 2013 after receiving a two week extension upon request. During the public comment period DPD received numerous comment letters both supporting and objecting to aspects the proposal. Many remarks focused on traffic impacts to the neighborhood---long queues, congestion, and lack of adequate parking for large all-school events in the evenings. Some neighbors suggested moving the vehicular entrance to 32nd Ave SW. where there would be fewer impacts. Another issue concerning the neighbors is construction noise impacts.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

23.44.022 D. General Provisions

1. New or expanding institutions in single family zones shall meet the development standards for uses permitted outright in Section 23.44.008 through 23.44.016 unless modified elsewhere in this subsection or in a Major Institution Master Plan.

According to the plans submitted with the application, the proposal will meet all applicable development standards as analyzed and conditioned below.

2. *The establishment of a child care center shall not be considered a new use or an expansion.*

No child care center is proposed.

3. *Institutions seeking to establish or expand on property which is developed with residential structures may expand their campus up to a maximum of two and one-half (2 1/2) acres. An institution campus may be established or expanded beyond two and one-half (2 1/2) acres if the property proposed for the expansion is substantially vacant land.*

The campus falls below the 2.5 acre threshold. The school does not propose to expand the campus boundary.

4. *An institution which finds that the development standards of the single-family zone classification are inadequate to its development needs may apply for reclassification to major Institution status.*

This section does not apply.

23.44.022E. Dispersion

1. *The lot line of any proposed new or expanding institution, other than child care centers locating in legally established institutions, shall be located six hundred (600') or more from any lot line of any other institution in a residential zone, with certain exceptions.*
 - b. *A proposed institution may be located less than six hundred feet from a lot line of another institution if the Director determines that the intent of the dispersion criteria is achieved due to the presence of physical elements such as bodies of water, large open spaces or topographical breaks or other elements such as arterials, freeways or nonresidential uses, which provide substantial separation from other institutions.*

The institution lies within six hundred (600) feet of another institution, the New Apostolic Church. The two institutions would share a lot line representing the southern boundary of the Westside School. Conditions, however, would not change as the Hillcrest Presbyterian Church also had the same adjoining property conditions. The institutional boundary is not expanding. The Westside School's playfield, part of a 22,385 square foot lawn, separates the school's structures from the neighboring church. The southern portion of the area is steeply sloping.

23.44.022 F. Demolition of Residential Structures

No residential structure shall be demolished nor shall its use be changed to provide for parking.

No residential structure will be demolished.

23.44.022 G. Reuse of Existing Structures

Existing structures may be converted to institution use if the yard requirements for institutions are met.

The existing structures are already operating as an institutional use.

23.44.022 H. Noise and Odors

For the purpose of reducing potential noise and odor impacts, the Director shall consider the location on the lot of the proposed institution, on-site parking, outdoor recreational area, trash and refuse storage areas, ventilating mechanisms, sport facilities and other noise generating and odor-generating equipment, fixtures or facilities. The institution shall be designed and operated in compliance with the Noise Ordinance, Chapter 25.08.

Location of parking will remain essentially in the same location as it presently exists. Ingress will occur on SW 104th St. and egress on 34th Ave SW. to create a more efficient flow of traffic. The outdoor playground remains in the same location; however, a six foot wood fence with ¾ inch backing to attenuate noise will be installed along the west property line between the playground and the houses fronting 34th Ave SW. An enclosure will reduce odors potentially emanating from the solid waste storage area on the exterior of the building. The gym will continue to operate and is fully enclosed. New noise and odor generating systems will comply with the Noise Ordinance, Chapter 25.08. No additional noise or odor impacts are expected from the proposal.

23.44.022 I. Landscaping

Landscaping shall be required to integrate the institution with adjacent areas, reduce the potential for erosion or extensive stormwater runoff, screen parking from adjacent residentially zoned lots or streets or to reduce the appearance of bulk of the institution.

Landscaping is planned in accordance with the land use code. The areas along the 104th St and 34th Ave rights of way will have new trees and generous amounts of vegetation. The landscape should shield the parking area from the street and the neighbors.

23.44.022 J. Light and Glare

Exterior lighting shall be shielded or directed away from adjacent residentially zoned lots.

Parking and building lighting will be shielded and provided with cut-off angles and screens to prevent direct light from leaving the site. Building perimeter lighting, entrance and walkway lighting will be turned off or dimmed by 10:00 PM. The building will produce little or no light and glare to adjacent properties. Any reflected light leaving the property will be kept at low levels that will maintain the safety and security of the site without impacting surrounding residences.

23.44.022K. Bulk and Siting

1. *Lot Area. If the proposed site is more than one (1) acre in size, the Director may require the following and similar development standards:*

- a. *For lots with unusual configuration or uneven boundaries, the proposed principal structures are located so that changes in potential and existing development patterns on the block or blocks within which the institution is located are kept to a minimum.*

These lots are not unusual in configuration or have uneven boundaries.

- b. For lots with large street frontage in relationship to their size, the proposed institution reflect design and architectural features associated with adjacent residentially zoned block faces in order to provide continuity of the block front and to integrate the proposed structures with residential structures and uses in the immediate area.*

The size of the campus and the amount of street frontage appears to be proportional. The applicant proposes to expand the perimeters on the northern wing of the existing facility. This would occur on the portion of the campus away from the adjacent church.

- 2. Yards. Yards of institutions shall be as required for uses permitted outright in Section 23. 44.008, provided that no such structure other than freestanding walls fences, bulkheads or similar structures shall be closer than ten (10) feet to the side lot line. The Director may permit yards less than ten (10) feet but not less than five (5) feet after finding that the reduced setback will not significantly increase impacts, including but not limited to noise, odor and comparative scale, to adjacent lots zoned residential and there will be a demonstrable public benefit.*

All yards will be compliant with SMC 23.44.008.

- 3. Institutions. Located on Lots in more than One (1) zone classification. For lots which include more than one (1) zone classification. Single family zone provisions shall apply only to the single family zoned - lot area involved.*

The subject site is located in one (1) zone classification, SF 7200; therefore, this criterion is not applicable.

- 4. Height limit:*
 - a. A religious symbol and that portion of the roof supporting it, including but not limited to a belfry or spire, may be extended an additional twenty-five (25') above the height limit.*

No religious symbols are included in this proposal.

- b. For gymnasiums and auditoriums that are accessory to an institution the maximum height shall be thirty-five (35) feet if portions of the structure above thirty-five (35) feet are set back at least twenty (20) feet from all property lines. Pitched roofs on a gymnasium or auditorium which have a slope of not less than three to twelve (3:12) may extend ten (10) feet above the thirty-five (35) foot height limit. No portion of a shed roof on a gymnasium or an auditorium shall be permitted to extend beyond the thirty-five (35) foot height limit under this provision.*

The height of the existing gymnasium and auditorium (former sanctuary) will not be changed.

- 5. Facade Scale: If any facade of a new or expanding institution exceeds thirty feet (30') in length, the Director may require that facades adjacent to the street or a residentially zoned lot be developed with design features intended to minimize the appearance of the bulk. Design features which may be required include, but are not limited to, modulation, architectural features, landscaping or increased yards.*

The facades have an appropriate amount of modulation, transparency and landscaping to minimize the building's bulk.

23.44.022 L Parking and Loading Berth Requirements

SMC 23.44.022.L provides that the Director may modify the parking and loading requirements of Section 23.54.15, required parking, and the requirements of Section 23.44.016, parking location and access, on a case by case basis using the information contained in the transportation plan prepared pursuant to Subsection M of this section. The modification shall be based on adopted City Policies and shall:

- i. Provide a demonstrable public benefit such as, but not limited to, reduction of traffic on residential streets, preservation of residential structures, and reduction of noise, odor, light and glare; and*
- ii. Not cause undue traffic through residential streets nor create a serious safety hazard.*

Transportation Plan

A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions which are larger than four thousand (4,000) square feet of the structure area and/or required to provide twenty (20) or more spaces.

A Transportation Analysis was prepared by Gibson Traffic Consultants dated April 2013 and revised August 2013. The analysis looked at the project scope, the existing conditions, school operations, traffic volumes and parking. Westside School proposes to expand the former church to meet an expected capacity of 390 students. Start of classes will be staggered during the morning from 8:15 and 9:00 AM. The school expects to generate a total of 1,080 average daily trips with 351 trips during the AM peak-hour. By 2016, according to the Traffic Impact Analysis, off-site study intersections will operate at Level of Service (LOS) "D" or better during the school PM peak-hour. The site will provide 64 parking spaces and room on-site to queue 36 vehicles. As the site will provide 64 parking spaces and room on-site to queue 36 vehicles, the parking demands would be contained on site. During large events, the basketball courts and the parking lot at Explorer West Middle School will be used.

The Transportation Plan proposes several mitigations to traffic impacts. The church currently has two access points to SW 104th St. With the change to the school, the western most access will be closed and the east access will be used as an inbound only access. The current access to 34th Ave SW will remain; however, it will be used as an outbound only access. The applicant proposes the following on-site and off-site access improvements:

- Create an inbound access off of SW 104th St. and outbound access to 34th Ave SW to restrict drop-off pick-up conflicts.
- Construct 64 on-site parking spaces.
- Construct a parent drop-off/pick-up loop with room for 36 vehicles.
- Provide sidewalks along the 34th Ave SW and SW 104th St frontages.
- Provide subsidized Metro bus passes and priority carpool parking to staff to help reduce single occupancy vehicle trips.

- The school will work with the Seattle Department of Transportation (SDOT) to install stop signs on the northbound and southbound legs of the intersection of 34th Ave SW at SW 104th St.
- The school will work with SDOT on providing school zone signage along the school's frontages on 34th Ave SW and SW 104th St.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE -GENERAL PROVISIONS

- A. *SMC 23.44.018.A provides that uses identified as conditional uses may be authorized in single family zones. The Master Use Permit process shall be used to authorize these uses. The City's Land Use Code allows religious institutions and private elementary and secondary schools in single family zones, but establishes the conditional use process as the mechanism for screening and mitigating impacts related to such uses.*

The proposed addition and change from one institution to another may be authorized through the conditional use process in a single family zone pursuant to this section and section SMC 23.44.022. The proposal is adding to the institutional footprint. As a result the proposal is not exempt from ACU review.

- B. *SMC 23.44.018(B) states that, unless specified in this subchapter, conditional uses shall meet the development standards for uses permitted outright in Sections 23.44.008 through 23.44.016.*

The proposal will meet all applicable development standards as analyzed above and conditioned below.

- C. *SMC 23.44.018(C) states that the Director may approve, condition, or deny a conditional use based on determination of whether the proposed use meets the criteria for establishing a specific conditional use and whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

No adverse impacts associated with the public welfare or injurious to property with this proposal have been identified.

- D. *SMC 23.44.018(D) states that, in authorizing a conditional use, the Director may mitigate adverse negative impacts by imposing requirements and conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.*

Due to the surrounding single family uses and structures the construction work will have an adverse construction impact on the surrounding community. As a result, conditioning is warranted to limit the time that major construction can occur.

- E. *Any use which was previously authorized by a conditional use permit but which has been discontinued shall not be reestablished or recommenced except pursuant to a new conditional use permit, provided that such permit is required for the use at the time re-establishment or recommencement is proposed. The following shall constitute conclusive evidence that the conditional use has been discontinued:*

1. *A permit to change the use of the property has been issued and the new use has been established; or*
2. *The property has not been devoted to the authorized conditional use for more than twenty-four (24) consecutive months.*

Property which is vacant, except for dead storage of materials or equipment of the conditional use, shall not be considered as being devoted to the authorized conditional use. The expiration of licenses necessary for the conditional use shall be evidence that the property is not being devoted to the conditional use. A conditional use in a multifamily structure or a multitenant commercial structure shall not be considered as discontinued unless all units are either vacant or devoted to another use.

The property has been in continuous use.

- F. Minor structural work which does not increase usable floor area or seating capacity and does not exceed the development standards applicable to the use shall not be considered an expansion, unless the work would exceed the height limit of the zone for uses permitted outright. Such work includes but is not limited to roof repair or replacement and construction of uncovered decks and porches, bay windows, dormers, and eaves.*

The scope of work stated above does not fall within “minor structural” work and as a result, an ACU is required for the proposal.

DECISION-ADMINISTRATIVE CONDITIONAL USE

The conditional use application is **APPROVED WITH CONDITIONS** as indicated at the end of this document.

DECISION - ADMINISTRATIVE CONDITIONAL USE PERMIT

The application for an administrative conditional use is **CONDITIONALLY GRANTED.**

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction workers' vehicles, and increases in greenhouse gas emissions. Existing City codes and ordinances applicable to the project such as: The Storm-water Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several excavation-related impacts.

Following is an analysis of the air, water quality, streets, grading, parking, and construction-related noise impacts as well as mitigation.

Air Quality

Excavation and construction activities are expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Noise

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of excavation beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the subject site. The proposal is, therefore, conditioned to limit excavation activity to non-holiday weekday hours between 7:00 A.M. and 6:00 P.M. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Grading

Excavation will consist of approximately 700 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction, a temporary increase in traffic volumes to the site will occur, due to travel to the site by excavation workers and the transport of construction materials. Approximately 700 cubic yards of soil are expected to be excavated from the project site and another 210 cubic yards to be brought to the site as fill. The soil removed for excavation will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 91 round trips with 10-yard hauling trucks or 46 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site between 4:00 and 6:00 PM. Truck access to and from the site has been documented in a construction traffic management plan submitted to DPD and SDOT. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

The Street Use Ordinance also includes regulations that mitigate dust, and mud. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department, and no further SEPA conditioning would be needed.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; and increased demand for parking.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts and historic preservation warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Transportation

Traffic and transportation issues have been covered in the analysis of the administrative conditional use component of this Decision. At capacity, the school would generate a total of 1,080 average daily trips. During the AM peak-hour, a total 351 would be produced. In the PM peak hour, the project creates 273 trips. The impacts on five intersections studied would degrade the level of service from "C" to "D" at 35th Ave SW & SW 104th St and from "A" to "C" at 34th Ave SW & SW 106th St. The impacts of the increased number of vehicular trips would not significant impact on the level of service on the nearby intersections.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

Parking impacts have been reviewed as part of the administrative conditional use component of this Decision. No SEPA mitigation of parking impacts to the nearby intersections is warranted.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2) (C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

CONDITIONS - ADMINISTRATIVE CONDITIONAL USE PERMIT

Prior to Issuance of a Certificate of Occupancy

The owners and/or responsible party(s) shall:

1. Create an inbound access off of SW 104th St. and outbound access to 34th Ave SW to restrict drop-off pick-up conflicts.
2. Construct 64 on-site parking spaces.
3. Construct a parent drop-off/pick-up loop with room for 36 vehicles.
4. Provide sidewalks along the 34th Ave SW and SW 104th St frontages.
5. Provide subsidized Metro bus passes and priority carpool parking to staff to help reduce single occupancy vehicle trips.
6. The school will coordinate with the Seattle Department of Transportation (SDOT) to install stop signs on the northbound and southbound legs of the intersection of 34th Ave SW at SW 104th St. Once a determination is made, SDOT will need to contact the DPD planner. If the signs are approved by SDOT, the applicant will be responsible for the cost.
7. The school will coordinate with SDOT on providing school zone signage along the school's frontages on 34th Ave SW and SW 104th St. Once a determination is made, SDOT will need to contact the DPD planner. If SDOT requires school zone signage, the applicant will be responsible for the cost.

SEPA CONDITIONS

Prior to Issuance of a Demolition, Grading, or Building Permit

8. Attach a copy of the PSCAA demolition permit to the building permit set of plans.

During Construction

9. In order to further mitigate the noise impacts during excavation, the owner(s) and/or responsible party(s) shall limit the hours of excavation to non-holiday weekdays between 7:00 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.

Signature: _____ (signature on file) Date: September 16, 2013
Bruce P. Rips, Sr. Land Use Planner
Department of Planning and Development

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